category III. In addition to that, IDPL is also manufacturing Vitamin B1 and Vitamin B2. As I said, Sir, another vitamin, that is, Niacinamide, is also being manufatcured by them. The production in 1983-84, so far as Vitamin B1 is concerned, was 47.50 metric tonnes and out of that IDPL produced 42.79 tonnes. From 42.79 tonnes, in 1984-85 the production has gone up to 49.22 tonnes. Similarly, with regard to Vitamin B2 also, the production has more or less been the same because of the inventory. In 1983-84 the production was 20.64 metric tonnes in IDPL and in 1984-85 the production is 18.49 tonnes. I have already explained why production has gone down. It is because of shortage of industrial alcohol, and the position has very much improved in July of this year.

DR. (SHRIMATI) SAROJINI MAHISHI: Sir, the Minister has answered that there is short supply of industrial alcohol. But technical audit of the molasses and alcohol produced therefrom is never done in this country. May I know, Sir, what exactly was the production of alcohol and how he can compare this and say that there is a shortfall in the supply of alcohol in the past three years? Is there any way of comparing it because the total production of the molasses and alcohol is never audited in the country?

SHRI VEERENDRA PATIL: Sir, we are monitoring the production, we are monitoring the supply, and we know which are the States which are in short supply and which are the States which are in surplus so for as molasses are concerned, so far as alcohol is concerned. The difficulty is, so far as alcohol is concerned, the demand for potable alcohol has gone up. Naturally, preference is given to potable alcohol with the result that the requirements of industrial alcohol are not fully met. We have been repeatedly writing and in every State today they are demanding more and more alcohol. For instance supply of industrial alcohol to IDPL in Muzaffarpur is the responsibility of the State Government. In spite of writing repeatedly, the State Government is not supplying industrial alcohol with the result that the Muzaffarpur unit is not functioning properly. So, these are our difficulties. In order to overcome these difficulties we have decided to import indusrial alcohol, duty-free.

H.E.C. Ranchi

*363. SHRI ASHWANI KUMAR:
SHRI S. W. DHABE.

Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state:

(a) whether the installed capacity of H.E.C., Ranchi according to a Soviet project report was 80,000 tonnes per annum;

(b) whether a committee headed by the C.M.D. assessed its production capacity to be 52,000 tonnes;

(c) whether another committee headed by a Member of the Planning Commission, Mr. M. Fazal scaled down the assessed capacity further to 35,000 tonnes;

(d) what has been the maximum turn over of this plant; and

(e) what are the reasons for this under utilisation of capacity and what steps are being contemplated to set it right?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS (SHRI ARIF MOHD. KHAN): (a) to (e) A Statement is laid on the Table of the House.

STATEMENT

(a) Yes, Sir. The Soviet Detailed Project Report for Heavy Machine Building Plant (HMBP), a unit of HEC, projected the capacity at 80,000 tonnes per annum for the product-mix defined for the plant when it was conceived in 1950s.

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*The questions actually asked on the floor of the House by Shri Ashwani Kumar.

(b) and (c) In 1975 the then CMD was informed by the Industrial Engineering Department of HMBP that the installed capacity amounts to 53,000 tonnes based on the original product-mix. In 1980 the management of HEC informed the Fazal Committee that the effective installed capacity amounted to 40,000 tonnes based on the revised product-mix and after adjusting for factors such as maintenance, absenteeism.

(d) and (e) The Maximum tonnage turnover of HMBP was 39281 tonnes in 1975-76. Since product-mix is undergoing change from year to year and higher value added items with lower tonnage are increasingly being produced, the assessment of capacity utilisation on tonnage basis would give an erroneous picture. Accordingly, the yearly targets are set on the basis of attainable capacity. In value terms production in HMBP has, however, increased from Rs. 45.7 crores in 1980-81 to Rs. 121 crores in 1984-85. Set backs in production in recent years have been on account of industrial unrest, power shortage, inadequate productivity, ageing equipment and inadequate supplies of raw materials. To improve the availability of power in HEC, four more Diesel Generating sets, in addition to the one already installed in 1982, are likely to be commissioned in 1986-87. Capital repairs Groups have been formed for immediate and urgent repairs. Replacement and modernisation plans including induction of new technologies have also been devised. The product-mix is being diversified to produce high value items requiring repetitive production. Efforts are being made constantly to maintain cordial industrial relations, and to improve productivity.

श्री अविनी कुमार : माननीय सभापति महोदय, एच० ई० सी० का जो रांची में कारखाना है, वह जब बना था तो इसकी इन्स्टाल्ड कैपेसिटी 80 हजार टन प्रति वर्ष थी। 1950 में और सरकारी कमेटी के द्वारा 1980 में कैपेसिटी 40 हजार टन हो गई थी। आधी रह गई और लासैज की हालत यह है कि इसमें जो टोटल इक्विटी लगी है, पैसा लगा है वह है 150 करोड़ जिसमें से 434 करोड़ का घाटा हो चुका है। अर्थात वहां का जो सारा मैनेजमेन्ट है वह अत्यन्त अक्षम्य है वह मैन्युफैक्चरिंग की ओर ध्यान न दे कर जो कोल इंडिया उनको माल सप्लाई करने को कहता है उसको इम्पोर्ट और एक्सपोर्ट करने की तरफ ध्यान देना शुरू कर दिया है। मेरा कहना है। मैं मंत्री महोदय से जानना चाहता हूं कि पिछले वर्ष जो उन्होंने कहा कि 193 करोड़ का प्रोडक्शन हुआ तो क्या जो इन्होंने 80 करोड़ रुपये का इम्पोर्ट किया वह भी इसमें शामिल है?

श्री आरिफ मोहम्मद खान श्रीमन्, यह कहना कि जब यह कारखाना बना था तब ही 80 हजार टन की क्षमता थी और अब उसको घटा कर 40 हजार टन कर दिया गया है, उचित नहीं है। जो डिटेल्ड प्रोजेक्ट रिपोर्ट तैयार की गई थी उसके अन्दर 80 हजार टन की क्षमता दर्शायी गई थी। लेकिन हमारी अपनी परिस्थितियों को, अपने हालात को देखते हुए इंडियन कंडीशंस को देखते हुए, जब यह क्षमता 80 हजार टन दर्शायी गई थी उस वक्त यह कारखाना बनाना था। यह सिर्फ प्रोजेक्ट रिपोर्ट की बात है। कारखाना बनने के बाद 1975 में 53 हजार टन और उसके बाद 1980 में 40 हजार टन की क्षमता दर्शायी गई थी उस वक्त प्रोडक्ट-मिक्स वहां था जो प्रोजेक्ट रिपोर्ट में दिखाया गया था और जो 40 हजार टन की बात कही गई है वह फजल कमेटी के सामने एच०ई०सी० की तरफ से रखी गई है वह बदली हुई परिस्थिति में प्रोडक्ट मिक्स बदल जाने के बाद जो क्षमता आई यनिट की उसको बताया गया। यह बात सही है कि कारखाने के लिये जो शुरू में लक्ष्य दिये गये थे उसके अनुसार कारखाना काम नहीं कर सका। जैसे मिसाल के तौर पर एक मिलियन टन स्टील प्लांट के बारे में था तो इतनी क्षमता हम पूरे देश के अंदर पैदा ही नहीं कर सके। इसके का आर्डर एच०ई०सी० के पास नहीं आ सका इसलिये स्टील से हट कर कोल के

क्षेत्र में इस कारखाने को जाना पड़ा। जो माननीय सदस्य ने इम्पोर्ट के बारे में पूछा है वह सूचना मेरे पास उपलब्ध नहीं है वह मैं माननीय सदस्य को उपलब्ध करा दूंगा।

श्री अश्विनी कुमार : सभापति महोदय, मंत्री महोदय ने स्वीकार कर लिया कि 53 हजार से 40 हजार तक आ गया है। जो कारणों में बताया गया उसमें कई कारण पावर आउटेज इनएडिक्वेट प्रोडक्टिविटी, इंडस्ट्रियल अनरेस्ट के बारे में भी कहे गये हैं। इंडस्ट्रियल अनरेस्ट के बारे में जानना चाहूंगा कि पिछले वर्ष वहां के सम्पूर्ण कर्मचारियों ने 22 दिन तक हड़ताल की थी, मंत्री महोदय ने उस के अन्दर इन्टरवीन करके उस हड़ताल को तुड़वाया था। हड़ताल तोड़ने समय यह बात थी कि 22 दिन का जो प्रोडक्शन कम हो गया है वह 31 मार्च तक पूरा करेंगे। उन्होंने पिछले वर्ष प्रोडक्शन अधिक कर के बताया। कर्मचारी काम करना चाहते हैं किन्तु मैनेजमेंट उनको काम देने में असमर्थ है। जब कर्मचारी मांग रहे है तो मैनेजमेंट उनको काम नहीं दे रही है और जो उन्होंने शर्त रखी थी उनको भी पूरा करने में मैनेजमेंट घबरा रही है। तीन शर्तें तय की गई थीं। उनमें एक तो हम सिटी एलाउंस हाउस एलाउंस अप्रैल 85 तक दे देंगे और प्रोडक्शन का पैटर्न 85 तक डिसाइड कर देंगे। क्या मंत्री महोदय इन के बारे में बता सकेंगे कि यह जो शर्तें इन्होंने स्वीकार की थीं इनको कब तक पूरा करेंगे और अगर पूरा नहीं करेंगे तो हड़ताल होगी और अगर होगी तो क्या इसके लिए सरकार जिम्मेदार नहीं होगी ?

श्री आरिफ मोहम्मद खान : श्रीमन्, औद्योगिक सम्बन्ध किसी भी कारखाने में अच्छा रखने के लिए यह आवश्यक है कि अगर मजदूरों की कोई मांग स्वीकार की गई है तो उस पर अमल किया जाना चाहिये। इन मांगों के बारे में जो माननीय सदस्य ने सूचना उपलब्ध कराई है अगर वहां के प्रबन्धक मण्डल ने मांगों को मान लिया था और उनको लागू करने में देरी कर कर रहे हैं तो निश्चय ही इस मामले को हम देखेंगे।

SHRI S. W. DHABE: Mr. Chairman, Sir, the question asked is: what is the installed capacity and under utilisation? The whole reply does not say anything about the installed capacity except that at one time it was 80,000. 53,000 tonnes and 40,000 tonnes. The accumulated losses of this company upto 1984-85 is Rs. 425 crores. It is a very serious matter. One of the reasons given in the statement is ageing equipment. May I know from the Minister what is the capacity of this undertaking as per his assessment? Is it under-utilised? Secondly, whether the equipment supplied by the Soviet Union and other foreign countries was bad? How did ageing of equipment took place within a short span of twenty years? What is their life? What is the meaning of ageing equipment? What equipments are ageing?

SHRI ARIF MOHD. KHAN: Sir, I have already stated in my main reply that since product-mix is undergoing change from year to year and higher value added items with lower tonnage are increasingly being produced, the assessment of capacity utilisation on tonnage basis would give an erroneous picture. Sir, generally in the engineering units, the assessment of capacity in tonnes are not considered relevant in units like HEC which keep changing product-mix from year to year. The attainable capacity which is judged at the beginning of the year when finalising the annual target is the basis of evaluating performance.

I have already stated...

MR. CHAIRMAN: You have not answered the question. He says that you have cited ageing equipment as one of the causes for set backs in production. What are the equipments that have aged? How did it age in such a short time? That is the question.

SHRI S. W. DHABE: On account of industrial unrest, ageing equipment.—These are the reasons, you have cited

SHRI ARIF MOHD. KHAN: I am giving you....

MR. CHAIRMAN: I think the Minister wants notice.

SHRI ARIF MOHD. KHAN: Sir, I am thankful to you. The plant life is 15 years...

MR. CHAIRMAN: 15 years is not too old.

SHRI ARIF MOHD. KHAN: This is not about....

MR. CHAIRMAN: You have asked for notice. Please sit down.

श्री चतुरानन मिश्र : सभापति महोदय, सरकार की तरफ से जवाब आया है कि जो एजिंग इक्विपमेंट्स हैं उनके कारण और उनके चलने पूरी क्षमता के अनुसार काम नहीं हो रहा है और सफिशिएन्ट आर्डर्स भी नहीं मिल पा रहे हैं। मैं यह जानना चाहता हूं कि एजिंग इक्विपमेंट्स को मॉडरनाइज करने में कितना समय लगेगा और कब आप इसको कर पायेंगे ? दूसरा बात मैं यह जानना चाहता हूं कि जो सफिशिएंट आर्डर्स नहीं मिल पा रहे है उनकी वर्तमान स्थिति क्या है ?

SHRI ARIF MODH. KHAN: Sir, Until 1980-81 the order position booked by HEC was low. With the improved performance of HEC and with the diversification of its products, the order position booked has improved and is currently in the range of Rs. 550 crores, which is considered satisfactory. Due to the improved performance of HEC, it has been able to book orders worth of Rs. 150 to 200 crores per year in the last two years which reflects the increasing customers confidence in HEC. Reggarding modernisation, about Rs. 50 crores has been ear-marked for the next five years. Already Rs. 10 crores have been spent.

MR. CHAIRMAN: Mr. Upendra.

SHRI PARVATHANENI UPENDRA: Sir, the Honourable Minister's statement reads like a doctor's report except he suffers from cancer, tuberculosis, heart-attack and diabetes.

MR. CHAIRMAN: Operation is successful but the patient died.

SHRI PARVATHANENI UPENDRA: It suffers from all diseases, but he gives a report that it is healthy. The Minister says that set backs in production in recent years have been on account of industrial unrest, power shortage, inadequate productivity, ageing equipment and inadequate supplies of raw materials. What is left, Sir? I really feel that this requires a thorough probe into the affairs of this company. The question is: how to lift this company from this morass? Otherwise, this Company which has been the foremost engineering company will go down. Will the Hon'ble Minister consider appointing a Probe Committee to go into the affairs of this undertaking?

SHRI ARIF MODH. KHAN: Sir, I have given all these reasons about the years when the production was very low. I have already stated in the subsequent years. the Company/ Unit is showing improvement. There is good position about the orders which have been booked. We are also trying to modernise the plant.

SHRI INDRADEEP SINHA: Sir, my supplementary is related to the part of the statement made by the Hon'ble Minister that when the plant was originally set up, there was certain visualisation about the pace of industrial development in the country and an example of that visualisation is that the plant was supposed to fabricate machinery for a steel plant capable of manufacturing one million tonne of steel per annum. Now, at that rate, we have not been building up the steel plants. That is understandable. What I would like

to know from the Hon'ble Minister—even if we could not keep pace with the projected growth of the steel industry in the country and could not build as many steel plants as were originally visualised, how was it that Government went in for importing machinery for other steel plants even when such machinery could be fabricated by the Heavy Engineering Corporation, and how is it that the Heavy Engineering Corporation has been asked to diversify into other fields and give up its own original area for imports which are being made under the so-called import liberalisation policy.

SHRI ARIF MOHD. KHAN: Sir, according to the original product-mix that was meant for repetitive production covering setting up of a steel plant of the capacity of one million tonne per pear. In practice, during the last 27 years, the additional capacity in our steel industry has been only of the order of eight million tonnes. Sir, if I accept the argument that the machinery has been imported, even with the help of the imported machinery, it has been only 8 million tonnes and secondly, as to why sombody took the decision to import some plant, I think, it will be better if this question is addressed to the Steel Minister as I am not aware of the details and facts.

Restrictions on resale of vehicles

*364. SHRI DHARAM CHANDER PRASHANT: Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are thinking of putting restrictions on resale of new Maruti vehicles;

(b) if so, whether Government are also thinking of putting similar restrictions on the resale of new Fiat and Ambassador Cars; and

(c) whether similar restrictions were put on the resale of Bajaj scooters to put an end to blackmarketing in scooters?

THE MINISTER OF INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL): (a) and (b) The desirability of imposing restrictions on resale of new passenger cars and vans is under examination.

(c) The restrictions on resale of all types of motorised two wheelers imposed in 1981-82 were with a view to discouraging reported resale of new scooters on premium.

SHRI DHARAM CHANDER PRASHANT: Sir, restrictions on two-wheelers were meant to stop black-marketing but it is still going on because those who want to sell again, they make the date post-dated and if it is so, why should there be this restriction?

SHRI ARIF MOHD. KHAN: Sir, will the Hon'ble Member repeat the question?

MR CHAIRMAN: What is your question?

SHRI DHARAM CHANDER PRASHANT: Sir, those who want to sell the two-wheelers in black, they make this date post-dated and sell it. This has not stopped the blackmarketing. If it is so, why restrictions are going on?

SHRI ARIF MOHD. KHAN: Sir, while issuing the control order, the aim of the Government was to ensure that no blackmarketing takes place and if some documents which are being forged or post-dated, what can we do about it? But we acted because we received complaints and it was suggested and we also came to the conclusion that imposing this order may help in curbing the sale of scooters in black.

SHRI DHARAM CHANDER PRASHANT: Sir, I want to ask the Hon. Minister whether restrictions are being imposed on only Maruti or on other cars also like Ambassadors and Fiats. If it is only on Maruti, which is in the public sector, why is this being singled out?